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INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.

Attached is a copy of a report
information on Czechoslovak roads.

It contains miscellaneous

ARMY review completed.

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ENCLOSURE
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STATE	ARMY	NAVY	AIR	FBI	AEC	OCR	X
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CZECHOSLOVAK ROAD INFORMATION

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Summary : This report contains information on the road from SV. PROKOP to VYSSI BROD, the road from FRYMBURK to ZADNI VYTON, and two new roads under construction, both between FRYMBURK and LIPNO. It also contains details of the culvert being built on one of the latter two roads,

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C O N F I D E N T I A L

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CZECHOSLOVAK ROAD INFORMATION

[redacted] road information [redacted] concerning the following:

- (a) The road between SV. PROKOP [redacted] UTM 4558) and VYSSI BROD [redacted] to the east. [redacted] this road is two lanes wide (5 m) with an asphalt surface.)
- (b) The road, including the bridges on it, leading south from FRYMBURK to the Austrian border.
- (c) The road from FRYMBURK northward to HOR. PLANA [redacted] this road is two lanes wide (5 m) with a loose surface.)
- (d) The road (Route #3) from TABOR [redacted] to SOBESLAV [redacted] this road is two lanes wide (5m) with a hard surface.)

[redacted] from FRYMBURK to VYSSI BROD. The road had an asphalt surface and was about five and one-half m wide from shoulder to shoulder. The drainage ditches were about 30 to 35 cm deep. The shoulders were of gravel, about one meter wide. The road had an asphalt surface the entire distance from VYSSI BROD to SV PROKOP.

[redacted] the road was in bad condition and was being repaired in many places along the entire stretch. The only equipment [redacted] were several small hand-drawn asphalt tanks and some rakes and shovels; [redacted] no heavy equipment or rollers. The holes in the road were being repaired by first being filled with gravel and then spreading asphalt surface over the top.

In many places where the road ran adjacent to the Vltava river, the height of the road above the river varied from $1\frac{1}{2}$ to $3\frac{1}{2}$ m. [redacted]

Traffic was very heavy because of the construction of the new dam at LIPNO (N 48-38, E 14-14) and the new roads (see below) being built between FRYMBURK and LIPNO.

[redacted] road only from FRYMBURK to ZADNI VYTON (N 48-38, E 14-11). This road was a compacted dirt (zpevnena) road about $4\frac{1}{2}$ m wide. When the new dam is completed at LIPNO, the road will be flooded in many places between FRYMBURK and ZADNI VYTON; therefore this stretch will have to be abandoned and a new road constructed.

Two new roads were under construction [redacted] scheduled to be completed in the summer of 1957. (See Annex A.) [redacted]

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[] a culvert (See Annex B) being constructed on the new road west of the Vltava river (hereafter called road Nr 1) []

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Both new roads were being constructed between FRYMBURK and LIPNO.² The road east of the Vltava river (hereafter called road Nr 2) was to be used for one-way travel in the direction LIPNO to FRYMBURK.

Road Nr 1:

This two-way road was being built³ to connect FRYMBURK with LIPNO via ZADNI VYTON. The name used []

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[] to refer to it was "Right Bank" (Prave brezka). Its official name and/or number was unknown. It was to be approximately six and one half m wide with a compacted graded earth surface (zpevnena) and was to be slightly convex in profile. Between FRYMBURK and ZADNI VYTON only one drainage ditch, estimated to be 30cm wide and 50 cm deep, was being dug; this was on the west side of the road. On the east side, there was a steep grade from the road to the river. Two drainage ditches, estimated to be 30 cm wide and 50 cm deep, were being dug for the road between ZADNI VYTON and LIPNO. In many places the road was being constructed on the side of gentle slopes leading down to the river, and in many places it was filled in with rocks and gravel. The heaviest vehicle seen on the road [] was a 12-ton truck.

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The road was being constructed by the Water Construction Works (Vodni stavby), a national enterprise which had its headquarters in SEZIMOVO USTI (N 49-23, E 14-42). This road joined the old road just south of ZADNI VYTON. (See Annex A.)

[] the earth and gravel undersurface for the road had just been completed between ZADNI VYTON and FRYMBURK to the north.

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In order to avoid having this road under water after the dam is finished, it was necessary for it to be built on higher ground. [] the new road will average approximately seven m above the old road. [] noticed buildings being moved from many places of lower elevation in ZADNI VYTON and along the old road north toward FRYMBURK. []

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The only culvert or bridge [] on the road was being constructed just west of ZADNI VYTON. (See Annex B.) It was being constructed of reinforced concrete and was to span a small stream about 40 cm deep and 150 cm wide at the culvert location.

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Construction started on the culvert about February 1956.

A total of 12 men were working on it at the time []

[] The culvert was to have been about 6 1/2 m above

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water level, $5\frac{1}{2}$ m wide, and about 12 m long. The road way surface was to have been asphalt and it was to have had iron railings about $1\frac{1}{2}$ m high. [redacted]

[redacted] It was built to have a load capacity of 20 tons.

[redacted] The culvert was to have been of reinforced concrete poured around a cement pipe with a diameter of about 75 to 85 cm and walls of about seven to ten cm thick. The pipe came in one and one-half meter lengths and the diameter of one end of each piece of pipe was slightly larger than that of the other end, to permit the joining in of the next section, of pipe.

The only items of mechanical equipment used on the culvert were an electric cement mixer and a pneumatic vibrator. The cement mixer held about three cubic meters of cement. Power was taken from power lines along the road. The pneumatic vibrator was used to pack the wet concrete and eliminate air pockets. It was powered by a $2\frac{1}{2}$ hp electric motor which operated an air compressor. Air was furnished to the vibrator through a rubber hose about 6 cm in diameter. The vibrator was inserted in the wet concrete at various intervals and, through vibration, packed the wet concrete.

Road Nr 2:

This one-way road was to be asphalt-surfaced when finished, approximately seven m wide, and have adequate drainage ditches, (estimated to be 30 cm wide and 50 cm deep) on both sides of the road. The road was to be slightly convex in profile and have graveled shoulders (dimensions unknown) on both sides along the entire length. [redacted] the earth and gravel undersurface for the road had been finished along the entire length and only the asphalt paving was still to be completed.

The only bridge on the road [redacted] was a concrete culvert [redacted]

[redacted] The only details [redacted] were that it was to be of reinforced concrete construction; [redacted]

The reason for making the road a one-way road was unknown [redacted]

[redacted] from FRIMBURK to LIPNO. The heaviest vehicles seen [redacted] on this road were 12-ton trucks.

The official name and/or number of the road was unknown [redacted]

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2. **Comment :** construction began about 1954.
3. **Comment :** Gravel and stone for construction use were obtained from two different rock and gravel pits. One was located about three km west of FRYMBURK and the other was located near ZADNI VYTON. Cement was obtained from a cement factory in LIPNO.

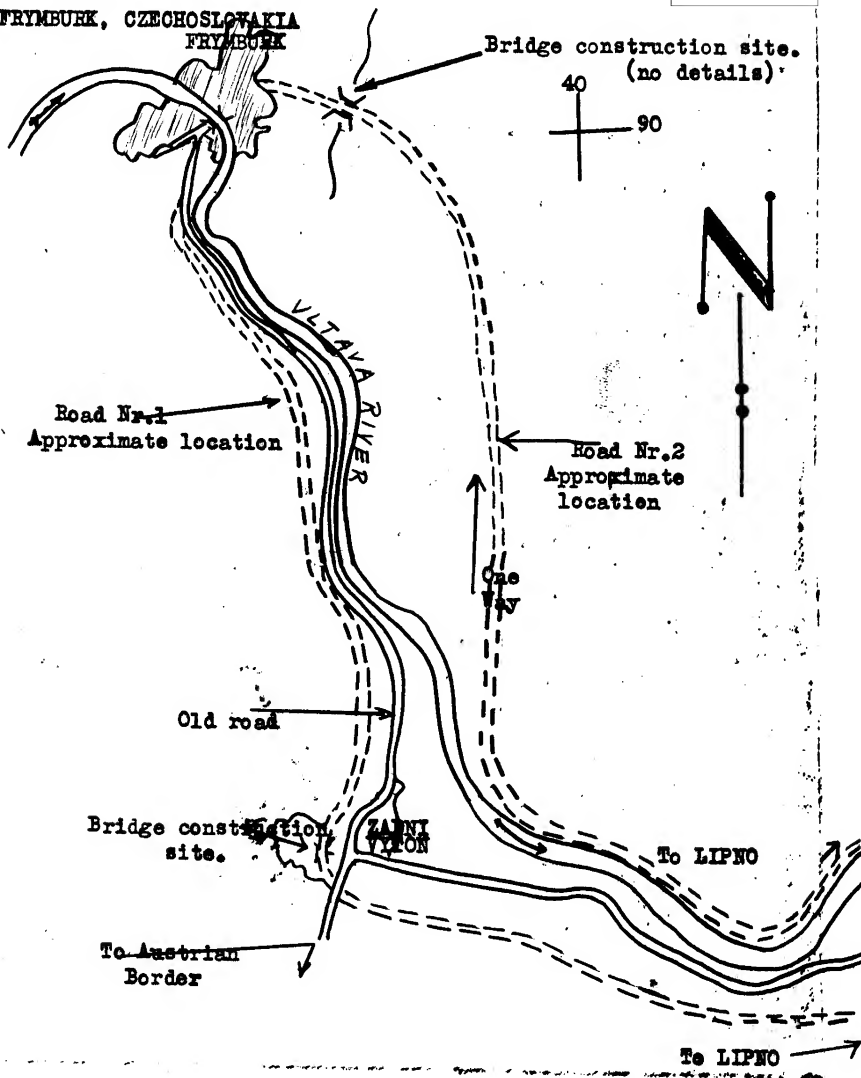
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Annex A

NEW ROADS NEAR FRYMBURK, CZECHOSLOVAKIA

FRYMBURK



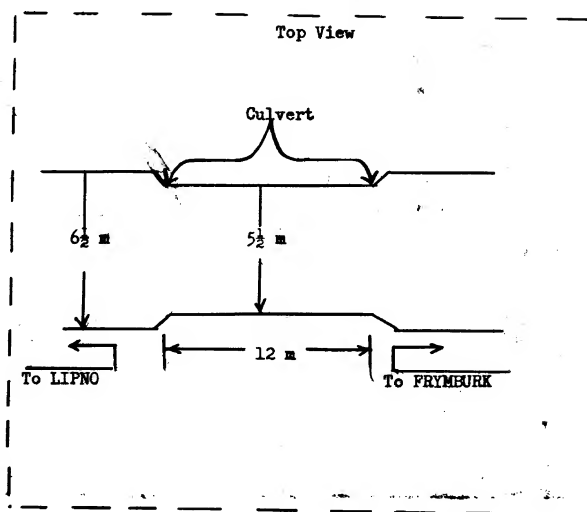
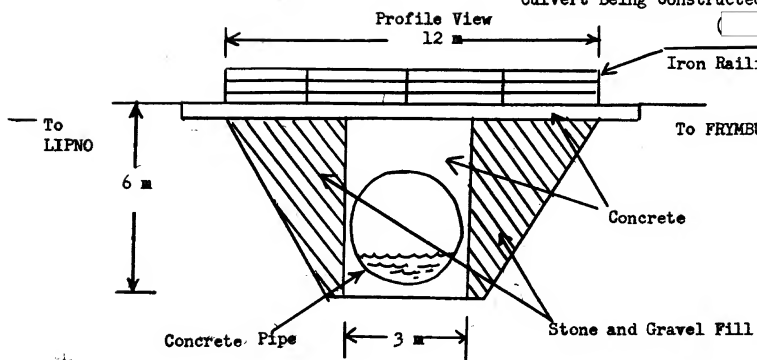
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Annex B

Culvert Being Constructed on Road Between FRYMBURK and ZADNI VYTON
(sketch, not to scale)



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